



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWHALL, CA	Accident Number:	LAX85FA115
Date & Time:	01/18/1985, 1045 PST	Registration:	N830V
Aircraft:	BELL 205A-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THIS HELICOPTER COLLIDED WITH HILLY TERRAIN WHILE CIRCLING AT A LOW ALTITUDE. IT WAS FOLLOWING ANOTHER HELICOPTER IN A CLOCKWISE CIRCULAR PATTERN AT THE TIME, AND BEING FILMED FOR THE T.V. SERIES 'AIR WOLF'. ONE WITNESS OBSERVED THE HELICOPTER DECENDING IN THE FINAL TURN, INSTEAD OF LEVELING OFF, UNTIL IT WAS VERY CLOSE TO THE GROUND. AS IT APPROACHED A SMALL KNOLL GROUND CONTACT OCCURRED. THE ENGINE WAS HEARD RUNNING FOR SEVERAL SECONDS AFTER IMPACT. POST IMPACT FIRE WAS THE CAUSE OF THE DEATH OF THE PASSENGER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/18/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2573 hours (Total, all aircraft), 1320 hours (Total, this make and model), 2453 hours (Pilot In Command, all aircraft), 133 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N830V
Model/Series:	205A-1 205A-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted; Normal	Serial Number:	30037
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	07/10/1984, Annual	Certified Max Gross Wt.:	9500 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	1237 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	T3313 B
Registered Owner:	JETCOPTERS INC.	Rated Power:	1250 hp
Operator:	JETCOPTERS INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VNY, 799 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1047 PST	Direction from Accident Site:	127°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1025 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A L CRAWFORD	Report Date:	
Additional Participating Persons:	RONALD WARREN; NAV NUYS, CA ROBERT ROEHM; VAN NUYS, CA CLINTON AHYOU; VAN NUYS, CA PETER MCKERNAN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).